



Missions for  
America  
*Semper vigilans!*  
*Semper volans!*

## The Coastwatcher

Publication of the Thames River Composite Squadron  
Connecticut Wing  
Civil Air Patrol

300 Tower Rd., Groton, CT  
<http://ct075.org>

LtCol Stephen Rocketto, Editor  
[srocketto@aquilasys.com](mailto:srocketto@aquilasys.com)

C/CMSgt Virginia Poe, Scribe  
C/SMSgt Michael Hollingsworth, Printer's Devil  
Lt David Meers & Maj Roy Bourque, Papparazis  
Hap Rocketto, GBS, Feature Editor

Vol. IX 9.06      11 February, 2015

### *SCHEDULE OF COMING EVENT*

14 FEB-Orientation Flights@GON  
17 FEB-TRCS Meeting-guest speaker  
21 FEB-CTWG SAREX  
24 FEB-TRCS Meeting-Ground Team Training  
28 FEB-Ground Team Training-Danielson

18-26 APR-Ground SAR at McGuire  
25 APR-2 MAY-Aircrew School at McGuire  
14-15 MAY-NER Aerospace Education School-  
Ft. Indiantown Gap, PA  
15-17 MAY-NER/PAWG Conference-Ft.  
Indiantown Gap, PA  
TBA-JUL CTWG Encampment  
AUG 22-23-CTWG/USAF Evaluation  
15-23 AUG-NER Glider Academy@KSVF  
26-29 AUG-CAP National Conference

## CADET MEETING REPORT

*10 February, 2015*

*Submitted by  
C/CMSgt Virginia Poe*

A lesson on the proper use of eServices was presented by C/SMSgt Hollingsworth. C/Maj Schultz the discussed the leadership implications of ethical decision making.

A character development session followed which focused on the concept of self esteem.

Command of the Cadets was transferred from C/Capt Christian Tynan to C/Maj Brendan Schultz.

Cadet Alec deAndrade earned his Wright Brother Achievement and promotion to the rank of Cadet Staff Sergeant. He also received a ribbon for participation in a National Cadet Summer Activity, a powered flight academy in which he soloed a Cessna 172.



*Cadet Deputy Commander Ray and LtCol deAndrade pin the newly promoted Cadet Staff Sergeant.*

## CADET (AND OFFICER) CONTEST

The following contest is open to TRCS Cadets and any officers in the Wing. Entries are due by

Sunday midnight, 15 February, and must be submitted to LtCol Rocketto whose e-mail address is on the masthead of this publication.

The winning Cadet will receive a prize. If more than one Cadet submits a winning entry, a drawing will be held to determine the winner. Winning Senior Members will receive unlimited "bragging rights." which they may use at their discretion.

Aircraft manufacturers often have a theme which they follow in naming their aircraft. For example, Cessna often uses the prefix "Sky" such as C172 Skyhawk, C175 Skylark, C162 Skycatcher, and C182 Skylane.

The following aircraft manufacturers have in the past or today use themes in the names of their products. To win the contest, name the manufacturer and state two models which carry the theme name. Some of the theme designators are prefixes, some are suffixes, and some are names selected from a particular class of objects

1. This company had a line of six aircraft named after animals indigenous to Canada but then changed its policy, dash it all!
2. The "Sachem of the Board" had his marketers name his line of aircraft after American Indian tribes.
3. A company established by two brothers whose surname had to be spelled phonetically produced aircraft whose names bore astronomical/mythological significance.
4. This St. Louis firm selected spooky names for its products.
5. Started by an aviation pioneer, the line featured the names of birds, especially predatory birds.
6. Walter and Olive Ann's company favors royalty for its line of business aircraft.
7. Famed for a line of transport aircraft, this manufacturer, like Cessna, used the prefix Sky- for many of its models.
8. From Southampton in the United Kingdom, a company which started by producing seaplanes used the initial letter "S" in the names of many of their aircraft.
9. Chauncy's company favored rouges and

recognized by CAP as freebooters who "sailed the ocean blue in saucy ships of beauty."

10. As this company swallowed up many of its competitors, it lost its panache and now uses numbers when it once used the prefix "strato-" and the suffix "-fortress."

## **SENIOR MEETING REPORT**

*10 February, 2015*

*Submitted by*

*Erik Weisz*

*Commander's Call*

Maj Paul Noniewicz began the meeting with a presentation the dangers of hypothermia and the need for protective garments in extremely cold weather. Suggestions included layered clothing, wearing a hat and using appropriate footwear.

LtCol John deAndrade pointed out the rules in force for driving the large 10 and 12 passenger CAP vans.

Maj Scott Farley and deAndrade reviewed upcoming opportunities to learn search and rescue techniques during weekend training and formal week-long schools.

Maj Roy Bourque will be running a ground team training program during the 24 February meeting.

The USAF will evaluate the CTWG SAR capabilities on and around 21 August. LtCol deAndrade will be the Incident Commander. His plan is to place qualified personnel in office early and practice the skills necessary to achieve highly successful ratings from the evaluators.

Cadet SMSgt Hollingsworth and 2dLt Emily Ray reported the current status of the cadet activities.

Rachael Manzer, a CAP Aerospace Education Member and teacher at the Annie Fisher STEM Magnet School in Hartford will be a guest speaker at the next meeting. Manzer was the first person recognized by CAP as Aerospace Education Teacher of the Year. The National Aeronautics

Association has just named her as the A. Scott Crossfield Aerospace Teacher of the Year and she has been named as one of the Pathfinder 7.

Pathfinder 7 is a program sponsored by Space Frontier Foundation and the United States Rocket Academy. The seven teachers chosen are training to fly on suborbital spacecraft under development by private companies. They will be the first astronaut teachers to fly in space and return to the classroom.

## **AEROSPACE CURRENT EVENTS**

### *New Air Force One Plan*

Boeing has been chosen as a sole-source provider for the new presidential aircraft. Boeing 747-8s will be heavily modified to meet the mission requirements for Air Force One. The anticipated cost will exceed two billion dollars for the first airframe which has a 2018 delivery date.



*First Flight Photo of 747-8 (Credit: Boeing)*

The sole-source contract is in sharp contrast to the squabble over the new Marine One helicopter. Originally, Sikorsky was competing with a consortium consisting of Lockheed-Martin and Augusta-Westland. Lockheed and its partners won the original contract for a 28 aircraft fleet to what was to be called the VH-71 Kestrel, an airframe based on the AugustaWestland AW101

The previous attempt to replace the Marine One fleet was a competition between Sikorsky and a Lockheed Martin/AgustaWestland partnership. Lockheed won the contract to build the replacement helicopter, called the VH-71 Kestrel, but the cost of the 28-helicopter fleet skyrocketed

from US\$6.1 billion to \$13 billion before being cancelled by the Obama administration in 2009.

However costs which doubled from 6 billion dollars to 12 billion dollars led to a cancellation of the contract and an award to Sikorsky for a helicopter based on its S-92.



*A VH-92 demonstrator landing at the Stratford plant. (Credit: ctpost.com)*

## **AVIATION HISTORY**

### *Politician Pilots*

*by  
Stephen M. Rocketto*

As I recently labored behind my snow blower, for some reason, probably because they are so good at snow jobs, my thoughts turned to politicians, and then to politicians who are pilots. To the best of my recollection Connecticut's Governor Thomas Meskill was a pilot. Back in the '60s, if you were a Connecticut resident and flew you had to get a Connecticut license for about two dollars. It was an unimposing salmon colored cardboard card but with it, for your two bucks, you got a Connecticut aviation chart showing all of the State airports. The Connecticut Department of Aeronautics, from whom this blessing flowed, was housed in a buff colored brick building which still exists and is located just south of the Homeland Security Building, formerly a Connecticut National Guard hangar.



*CDA  
Building*

Again, if recollections are correct, Connecticut

had two planes, a Cessna 172 Skyhawk and a Piper P-23 Aztec hangared at Brainard Field. According to the rumors, the airstrip at Stone's Ranch National Guard Camp in East Lyme was built to accommodate Meskill's flying lessons in the State aircraft. Airplanes and airstrips all became moot points when Meskill, who was dickering to upgrade the Aztec to a Navajo, left office and Ella Grasso disposed of the planes. After the fixed wing fleet was sold off Governor Grasso would call upon the Connecticut Army National Guard for occasional helicopter service. But then maybe this is all a figment of the imagination of an over-the-hill aviator.

However the facts indicate that at least two other Governor's were pilots. The first is Connecticut's Hiram Bingham III, to the manor born, and a noted explorer who brought the Incan ruins at Macchu Picchu to the attention of the world in 1911. As was the custom of academic explorers of the time, he plundered the ruins and transported thousands of artifacts back to Yale. A century later, in 2007, under great international pressure Yale grudgingly agreed to return the treasures to Peru.

Just before U.S. entered World War I, Bingham joined the Connecticut National Guard and qualified as a pilot in 1917. He was active in the formation of aviation training schools and mustered out a lieutenant colonel.



*Hiram Bingham wearing his wings, and US and Signal Corps collar insignia.*

advocate of an independent air service. Shortly after the war, Bingham entered politics. He first served as Connecticut's Lieutenant Governor from 1922 to 1924.

After Connecticut Senator Frank Bosworth Brandegee committed suicide, Bingham, in an act of patrician politics, simultaneously ran for Brandegee's vacant seat and the governorship. Amazingly he won both elections, certainly an argument for the abolition of the Master Lever, a device better suited to the preservation of party hacks rather than a free elections. Bingham was sworn in as Connecticut's 52<sup>nd</sup> Governor on January 7, 1925 and resigned the next day to take the Senate seat making him Connecticut's shortest serving chief executive.

President Calvin Coolidge appointed Bingham, now known as "The Flying Senator" to the President's Aircraft Board. Later he headed the Morrow Board during the Billy Mitchell Affair which resulted in the creation of the Army Air Corps, the seed from which the independent air service he so ardently supported grew. In that same year, the Air Commerce Act was enacted empowering the Department of Commerce to implement safety regulations, issue airmen's qualifications, and create airways.

After serving the rump of Brandegee's term, Bingham won re-election and survived censured by his colleagues for irregular dealings with a lobbyist only to be defeated in the Roosevelt landslide of 1933 when he returned to private life.

Governor John H. Trumbull, "The "Flying Governor," not to be confused with 18th century Governors Jonathan Trumbull and Jonathan Trumbull, Jr., succeeded Bingham and was the second Connecticut Governor to earn pilot's credentials. Trumbull won his wings in 1926 at the age of 53. He soloed in an Alexander Eaglerock. Trumbull flew out of Robertson Field in Plainville often using aircraft for official purposes, on one occasion flying to Washington for a conference.

Retaining his interest in aviation he became an



*The Eaglerock was one of Al Mooney's first designs,*

Flying was less safe than now and Trumbull's log recorded at least four crashes, one of which was mid-air collision! A propeller from one of his arguments with the ground resides in the Museum of Connecticut History. A glider crash on a frozen runway led him to dryly comment, "This confirms my opinion that gliders are safe even when they do crash."

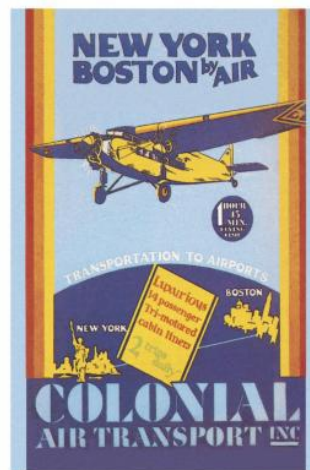


*Trumbull in what may be a Curtiss OX-12 of the 118<sup>th</sup> Observation Squadron, CTNG. Note the "Flying Yankee" insignia, now used by the 118<sup>th</sup> successor, the 103<sup>rd</sup> Airlift Wing based at Bradley. The imagery is of Jonathan Wadsworth fleeing with the Royal Charter to avoid its surrender to Edmund Andros, the newly appointed Royal Governor.*

(Credit: Hartford Times CollectionUS Air NG photo)

During his administration, Connecticut established a state aeronautical agency and, in 1929 acquired its first airport which was named Trumbull Field in honor of Jonathan Trumbull, the first Governor of Connecticut. Alas, revisionists have been and work and Trumbull Airport (TMU), now carries the pedestrian sobriquet, Groton-New London Airport (GON).

Trumbull also served as the Board Chairman of Colonial Air Transport, a forerunner of American Airlines. Colonial flew two Fokker Universals, the F.VII, and a single Curtiss Lark. The Universals and the Lark were some of the first aircraft registered in the National Aircraft Underwriters Association five letter code system the predecessor of our current N system. The planes flew round trips from New York to Boston route with a stop at Brainard Field in Hartford. This was also Contract Air Mail Route One (CAM-1), a federally subsidized airmail route which was instrumental in keeping the early airlines financially solvent.



*Once more  
Connecticut gets  
the short shrift.  
The intermediate  
destination of  
Hartford is  
hidden by the "2  
trip daily"  
message.*

The question of which state has "bragging rights" to be the first "Flying Governor" is up for grabs. There is ambiguity in the phrase "First Flying Governor." Does it mean the first governor to be licensed, even it was before elected to the office, or the first man to obtain a ticket while he was in office?



Vermont's Governor James Hartness “slipped the surly bonds of earth” in 1914 obtaining his pilot's license from the Aero Club of American (ACA). However, when he learned to fly, he was not yet a governor. He donated the land which became Vermont's first airport, now known as Hartness State Airport (KVSF), and the site of an annual Civil Air Patrol Regional Glider Academy.



*Memorial Stone at Hartness State Airport, Vermont.*



*Federal pilot certificate No. 1 issued to William P. MacCracken, Jr on April 6th, 1927.*

The same might be said about Hiram Bingham who as a military aviator earned his wings in World War I, eight years before his one day in office. What about Trumbull? He earned an ACA license while he was Governor.

Perhaps it is best that we defer to the vast coterie of aeronautical experts, the Connecticut General Assembly. No doubt, the “green stater” Hartness is out of consideration but there will be a grand donnybrook between the partisans of Bingham and Trumbull. The final settlement is uncertain but, no matter the choice, it will be a good case of “aviation history by legislative fiat,” a particular specialty of ground bound Nutmeg solons.

Perhaps it is none of them but rather, Thomas Meskill? Neither Hartness, Bingham nor Trumbull possessed certificates issued by the U.S. Government. This did not come to pass until April 6, 1927 when William R. McCracken, Jr., a World War I flight instructor and Chief of the Aeronautics Branch of the Department of Commerce received Certificate #1. Can there be a special session of the Connecticut Legislature in the offing to rule on this dispute?



*A portion of the official portrait of Governor Meskill taken by Herbert Abrams and on display at the Museum of Connecticut History*

The list of elected politicians who hold pilot certificates is long and interesting. They range from minor characters in local government to astronauts such as Senators John Glenn, Jack Schmitt, John McCain, and Barry Goldwater, who founded the Arizona Air National Guard and retired a Major General, USAFR.



*Barry Goldwater climbs aboard a North American F-86 Sabrejet.*

*(Credit: Washington Post)*

Randy “Duke” Cunningham was a naval aviator during the Vietnam War. He flew the McDonnell F-4 Phantom II. He and his Radar Systems Operator, Willie “Irish” Driscoll, shot down five North Vietnamese MiGs. He retired as a commander with a Navy Cross, two Silver Stars, fifteen Air Medals, and the Purple Heart. After retiring from the Navy he was elected to the United States House of Representatives from California's 50th Congressional District in 1991. Cunningham resigned from the House in 2005 after pleading guilty to accepting millions in bribes and falsifying his tax returns. He is the only politician on this list who is both an aviator, an ace and a convicted felon.

One mayor should be on our list, Fiorello “The Little Flower” LaGuardia, for no other reason than his crucial role in the founding of the Civil Air Patrol. As National Director of the Office of Civil Defense, LaGuardia signed the formal order creating the Civil Air Patrol in December 1<sup>st</sup>, 1941, a week before Pearl Harbor. The three time mayor of New York City also represented the Empire State in the U.S. House of Representatives.



*LaGuardia poses, wings, Sam Browne Belt and quirt, “...the very model of a modern major...”*  
 (Credit lagcc.cuny.edu)

"Butch" LaGuardia joined U.S. Army Air Service just before World War I, learned to fly, and was posted to the Italian-Austria front where he commanded a Caproni Ca.44 bomber squadron.



*LaGuardia and two Italian officers in front of a Ca.44*  
 (Credit (USAF Museum))

A lifelong supporter of aviation, he was instrumental in bringing commercial air transport to New York City. He booked a flight to New York on TWA and was outraged when the aircraft landed at Newark Airport in New Jersey. He demanded to be flown to Floyd Bennett Field in Brooklyn and TWA obliged. The incident prompted New York, under his mayoralty, to take over the North Beach Airport in Queens and develop it as a commercial air terminal. Dedicated in 1939 as New York Municipal Airport, it became LaGuardia Airport when the New York Port Authority assumed control in 1947.

Then there are three Presidents of the United States. First and foremost is Dwight David Eisenhower. While studying, as he put it, “dramatics” under Field Marshal of the Philippine Army and Military Advisor to the Commonwealth Government of the Philippines Douglas MacArthur, soloed a Consolidated PT-1 Trusty on May 19, 1937 became a private pilot and was issued Philippine License No. 95. Records indicate that he also logged time in a Stinson Reliant.



*PT-1 Husky at the Museum of the US Air force*





*The young Lt. Col Ike poses with Maj. Serreno Brett. Ike rose to become a five star general and Supreme Commander of the Allied Expeditionary Forces in Europe. Brett retired a brigadier general after important contributions to armor warfare.*

Eisenhower was not an active aviator when as President he stated that:

*After World War II, I had ceased to fly altogether, except that once in a while, on a long trip, to relieve my boredom (and demolish the pilot's), I would move into the co-pilot's seat and take over the controls. But as the jet age arrived, I realized that I had come out of a horse and buggy background, recognized my limitations, and kept to a seat in the back.*

The other two pilot Presidents were the Bushes, father and son. George Herbert Walker Bush, Bush, enlisted in the Navy in 1942 and, at the age of 18 was, for a time, the youngest naval aviator. He was shot down in 1944 by anti-aircraft fire while flying a Grumman TBF Avenger off the light aircraft carrier, *USS San Jacinto*. Crash landing near the island of Chi Chi Jima he was plucked out the Pacific by the submarine, *USS Finback*.<sup>[1]</sup> He left the Navy at the end of the war as a lieutenant (junior grade) wearing a Distinguished Flying Cross and three Air Medals.



*The first President Bush in the cockpit and pondering a flight plan. (Credit: US Navy)*

George Walker Bush joined the Texas National Guard, earned his wings and served as a "Weekend Warrior" interceptor pilot flying the Convair F-102 Delta Dagger, an aircraft which was in the final years of service life during his tour of duty. George Walker Bush has the unusual distinction of being the only President to fly aboard Navy One.



*The second President Bush in a flight suite adorned with the lone star of the Texas Air National Guard.*

On May 1, 2003, a Lockheed S-3B Viking carrying Bush trapped aboard *USS Abraham Lincoln* for a Presidential visit. The pilot in command, Commander John "Skip" Lussier offered the Commander In Chief a little stick time and the 43<sup>rd</sup> President flew the S-3 up to 6,000 feet, leveled off, and then flew a little formation. As an Air Force trained pilot used to 10,000 foot runways and crosswinds he deferred to Lussier to line up on final and call the ball.



*Navy One heading for the number four wire aboard the *USS Abraham Lincoln*. (Credit Photographer's Mate Gabriel Piper, USN)*



While running for office, and as President, much was made of Bush's alleged lack of intelligence, a base canard promulgated by cold, timid, and envious 'ground grippers' who do not count, not having the capability, or daring, to land a jet aircraft under minimum weather conditions.

For those political wonks, the party affiliations break down as follows: twelve Republican may be found trumpeting in the elephant laager. The sole democrat, John Glenn, brays alone from the donkey corral. Make of it what you will!

[1] A film clip of the Bush rescue may be found on at:

[https://www.youtube.com/watchv=om4u\\_DxyJxE](https://www.youtube.com/watchv=om4u_DxyJxE)

## **AVIATION CHRONOLOGY FOR THE NEXT WEEK**

12 FEB, 1934-Zantford D. Granville, GeeBee designer goes west in crash at Spartanburg, N.C.



*GB R-1 Replica at the New England Air Museum*

13 FEB, 1943-The Vought F4U Corsair makes operational debut in a raid on Bougainville.



*Connecticut's state airplane impressed into the Royal Navy. Didn't we fight a war over this practice?*

14 FEB, 1930-The Navy accepts the Boeing 205 for testing. It is the first monoplane designed for aircraft carrier operations. It is designated as the XF5B-1.

15 FEB, 1975-The first pre-production Fairchild A-10A makes its maiden flight.



*Note the false canopy on this Warthog and its 11 hard points.*

16 FEB, 1982-The first production Airbus A310 rolls out of factory in Toulouse, France.



*One of some five dozen FedEx A310s.*

17 FEB, 1915-HMS Ark Royal, the first seaplane carrier commences operations in the Dardanelles.

18 FEB, 1943-Famed test pilot Edmund "Eddie" Allen goes west in crash of XB-29. During his career he flew the first flights of some two dozen aircraft including the Douglas DC-2 and the Boeing 307 Stratoliner and 314 Clipper.

19 FEB, 1915-Robert Goddard commences a series of solid fuel rocket experiments.